

WHAT IS CLAIMED:

1. Head restraint of a vehicle seat, in which at least one container having an elastically deformable, gas tight covering is integrated, said container being filled with a gas and at least partially with filling bodies and being provided with at least one duct which is connected to an evacuator assembly for an abrupt evacuation of the gas in the event of a crash and for refilling with the gas.

2. Head restraint according to Claim 1, wherein the evacuator assembly is activated by a pre-crash sensory mechanism.

3. Head restraint according to Claim 1, wherein the evacuator assembly for an abrupt evacuation of the gas in the event of a crash and for refilling with the gas are integrated below or within the vehicle seat, in particular in the backrest thereof.

4. Head restraint according to Claim 1, wherein the container is divided into a plurality of chambers which are at least partially filled with filling bodies.

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5. Head restraint according to Claim 4,

wherein the chambers are designed such that they are hermetically sealed with respect to one another or are at least partially gas-conductively connected to one another.

B1/ant
6. Head restraint according to Claim 1,

wherein the filling bodies consist of different materials.

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7. Head restraint according to Claim 6,

wherein the materials for the filling bodies comprise deformable and/or non-deformable materials.

8. Head restraint according to Claim 1,

wherein the duct has at least one valve device of the actuator assembly.

B1/ant
9. Head restraint according to Claim 1,

wherein the duct is connected to a vacuum pump of the evacuator assembly.

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10. Head restraint according to Claim 9,

wherein a pump for a central locking system in the motor vehicle can be used as the vacuum pump.

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11. Head restraint according to Claim 1,
wherein the duct is connected to a vacuum reservoir
container of the evacuator assembly.

12. Head restraint according to Claim 1,
wherein the duct is connected to an overpressure
container.

13. Head restraint according to Claim 12,
wherein the duct has a Venturi nozzle.

14. A vehicle head restraint assembly comprising:
at least one container with an elastically
deformable covering,
gas and filling bodies in the at least one
container,
a duct connected to the container, and
an evacuator operable in use to evacuate the gas
from the at least one container through the duct.

15. A vehicle head restraint assembly according to
Claim 14, further comprising a pre-crash sensing mechanism
operable to activate the actuator in response to a
predetermined crash event involving a vehicle with said head
restraint assembly.

16. A vehicle head restraint assembly according to Claim 14, comprising a plurality of said containers together forming a head restraint.

17. A vehicle passenger seat assembly comprising:
a backrest,
a headrest composed of at least one container with an elastically deformable covering,
gas and filling bodies in the at least one container,
a duct connected to the container, and
an evacuator operable in use to evacuate the gas from the at least one container through the duct,
wherein said actuator is disposed at least in part in said backrest.

18. A vehicle passenger seat assembly according to Claim 17, further comprising a pre-crash sensing mechanism operable to activate the actuator in response to a predetermined crash event involving a vehicle with said head restraint assembly.

19. A method of making a vehicle head restraint assembly, comprising:
connecting a plurality of containers together, which containers each include an elastically deformable covering,

filling at least one of the containers with gas and filling bodies,

attaching a duct to communicate with an interior space of the at least one of the containers, and

providing an evacuator operable to evacuate gas from the container through the duct.

20. A method of operating a vehicle head restraint assembly which includes:

at least one container with an elastically deformable covering,

gas and filling bodies in the at least one container,

a duct connected to the container,

said method comprising evacuating gas from the at least one container through said duct in response to detection of a vehicle crash condition.